



Associated British Ports

IPSWICH

Local Notice to Mariners No 9 2008

Bunkering Procedure Safety Checklist

Mariners and Port Users are advised that from 1st September 2008 the completion of a safety checklist must be reported to Orwell Navigation Service (ONS), before the commencement of any bunkering or oil transfer operations in the Port of Ipswich.

The minimum standards are set out on the Form IHM Bunkering. This form does not exempt any vessel from complying with their own Company's Safe Systems of Operation. Those companies, which can show that they operate to best practice, may continue to operate their own procedures, which should be recorded in the vessel's logbook.

When advising ONS that bunker operations are to take place, the vessel will be asked if a Bunkering Safety Checklist has been completed. If the Port or Company Checklist has not been completed the vessel must not commence bunkering operations.

Copies of the checklist Form IHM Bunkering are available from ONS by fax 44(0) 01473 230915, e-mail onsipswich@abports.co.uk or by personal visit.

Harbour Master
18th August 2008



Associated British Ports

Ipswich

Local Notice to Mariners No 8 2008

Use of Lifejackets

Recreational boat users are strongly advised to wear a lifejacket that is maintained, correctly worn and fit for purpose when onboard any recreational vessel operating in the harbour or at sea.

On the River Orwell this is important when large commercial vessels are transiting the main navigation channel at or near the low water time, when wash from the vessels causes considerable change in the water depths over the mud flat areas affecting the stability of recreational craft.

There is also the danger of falling overboard when using the lock at Ipswich. Care should be taken when making fast to the mooring pontoon and when the sluices are lifted which can cause sudden turbulence in the lock. The lockmaster will always announce when the locking operation is about to start, so inform all on board to hold on tight before the turbulence starts.

In 2007, 49 drowning incidents in the UK were reviewed and in 29 cases, lives may have been saved if the person was wearing a suitable lifejacket or personal floatation device.

Harbour Master

7th August 2008



Associated British Ports

Ipswich

Local Notice to Mariners No 5 2008

Impeding Safe Navigation to Large Vessels

Mariners and Port Users involved with small craft and recreational activities are reminded that they must not obstruct or impede the movement of large vessels using the navigable channel or the approaches to a vessels berth.

Small craft must always take early action to move out of the navigation channel when a large commercial vessel is approaching.

A warning of the large vessels position may be given by one prolonged blast.

The view from loaded container vessels and other large vessels is restricted in the area immediately in front of the vessel. If you cannot see the bridge of a commercial vessel then it is unlikely the lookout will be able to see you from the bridge of the vessel.

It is this loss of visibility that when in close proximity to a large vessel you should not attempt to cross under a vessels bow. This is important in all situations including racing situations where any breakdown or difficulty your vessel encounters may go unnoticed on the larger vessel. Race organizers are requested to inform anyone taking part in an event of the dangers crossing ahead in a close quarters situation.

Harbour Master

23rd May 2008



Associated British Ports Ipswich
Local Notice to Mariners No 3 2008

Dipping Ships Mooring Lines

Incidents are being reported that vessels discharging cement at No 1 Shed are using the ships crew to move head and stern lines along the quay, when positioning their vessel during cargo operations.

The crew are not dipping the lines with those of other vessels using the same bollards. This has resulted in delays when sailing those vessels which are unable to let their lines go.

Will Masters please ensure that their deck crew are reminded of the importance of dipping the mooring lines when using those bollards likely to be shared by other vessels.

This notice applies to all other vessels moving ship mooring lines with their own crew at other berths.

Harbour Master

3rd March 2008